

BM/SGN

## MEMORANDUM

TO : SCP/TPE via BM/SGN

DATE : 30 July 1971

FROM : CP/SVN

REF. No. CP-V-71-366

SUBJECT : Monthly Report (July 1971).

All of the problems previously reported seem to continue with the exception of visas for the cockpit-crews. These have mostly been issued or at least the work-permits have been approved. Harassment by police, customs and immigration officials continue, with middle of the night house searches by police, reminiscent of Germany in the 30's, becoming more prevalent daily. Bribery and/or theft are to be expected as the least of the losses to be expected if personnel receive one of these visits. No help, support or sympathy is expected or received from the US Embassy on these matters.

The National Police did come up with one new form of harassment this month. When B910 returned from TNN, it was late in the evening and the passengers, crew and cargo cleared immigration and customs without any difficulty. When everyone arrived at AAM Traffic the National Police delayed them over an hour and a half for no apparent reason. No further searches or checks were made. The only two assumptions which could be drawn, they were looking for a pay-off or it was just open harassment. The fact that two of the passengers were the wife and son of the Chief of USAID Air Operations made no apparent difference. Perhaps this may generate some relief from such foolishness in the future. At least we can be optimistic.

The C47's (3) were returned to service 1 July 71. So far we have met all schedules by hook and crook. We have 3 of the assigned crews in service. The balance of manning is made up of pilots "borrowed" from other programs. Since the scheduling of the C47's have been very heavy during the month we have been denied training aircraft by the customer. CP/VTE and CP/BKK have been assisting us in our training. We have yet to begin initial training on two assigned PIC and one SIC. We have 2 SIC's requiring proficiency checks and we have one SIC yet to report in from BKK.

( AVPFO made an overnight visit and conducted a short pilots meeting regarding the forthcoming furloughs. Due to his very brief stay he was unable to have a "question and answer" session, consequently all of those who could be affected by the cut-back are in rather low spirits pending the outcome of their immediate future and the overall impact on their position with the company.

FEPA's intelligence system continues to be the first to know of what is going on and they have seen fit to advise us as to what is programmed for the company and the station. Their information has proven to be accurate more often than not, even though some of their information is in the form of rumor or "word-of-mouth".

Generally the month could best be summed up as one of apathy. The reduction in force, lack of information as to what was either going on or programmed suppressed any feelings of interest or loyalty that might otherwise have been in evidence.

ORIGINAL SIGNED BY  
F. M. TIDWELL  
MFD-SGN

F.M. Tidwell

cc: BM/SGN ✓  
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